



July 7, 2010

10V-315
(3 Pages)

Mr. Daniel C. Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
West Building, Fourth Floor
Washington, D.C. 20590

Dear Mr. Smith:

Attached is Chrysler Group LLC's ("Chrysler") Defect Information Report, complying with the requirements of 49 CFR Part 573, Defect and Noncompliance Reports, which contains details of a potential safety related defect in some 2010 model year Ram 1500 Truck, Dodge Nitro, Jeep Liberty and Jeep Wrangler vehicles

Chrysler will conduct a voluntary safety recall to replace the affected master cylinder to hydraulic control unit brake tube assemblies.

Sincerely,

A handwritten signature in black ink that reads "David D. Dillon".

David D. Dillon

Enclosure: Defect Information Report for Chrysler Recall K15

cc: Richard Boyd, NHTSA

DEFECT INFORMATION REPORT FOR CHRYSLER GROUP LLC RECALL K15

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Submission date: July 7, 2010

Identifying classification of vehicles potentially affected:

Make(s)	Model(s)	Model Year(s)	Inclusive Dates of Manufacture	Volume	Assembly Plant
Dodge	Nitro – Left Hand Drive	2010	April 23, 2010 – May 17, 2010	1,201 (estimate)	Toledo Complex
Jeep	Liberty – Left Hand Drive	2010	April 23, 2010 – May 17, 2010	4,100 (estimate)	Toledo Complex
Jeep	Wrangler - Right Hand Drive	2010	April 22, 2010 – May 19, 2010	87 (estimate)	Toledo Complex
Jeep	Wrangler - Left Hand Drive	2010	April 23, 2010 – May 19, 2010	8,857 (estimate)	Toledo Complex
Ram	1500 Truck	2010	April 21, 2010 – May 17, 2010	261 (estimate)	Saltillo Truck
Ram	1500 Truck	2010	April 27, 2010 – May 19, 2010	7,873 (estimate)	Warren Truck

Estimated percentage containing defect: unknown

Description of defect:

The affected Dodge Nitro, Jeep Liberty and Wrangler and Ram 1500 Truck vehicles may have been built with an improperly formed master cylinder to hydraulic control unit (HCU) brake tube assembly end flare that could, after a period of time, lead to a loss of brake fluid and reduced braking performance.

The name, address and telephone number of the supplier who manufactured the subject components:

TI Automotive
1272 Doris Road
Auburn Hills, MI. 48326
(248) 494-5000

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The following chronology of principal events led to the determination of a defect:

- Warren Truck Assembly Plant (WTAP) began to experience lower first time capability at the brake pedal push test on Ram 1500 Truck vehicles on May 10, 2010 and subsequently contained their shipping yard.
- Investigation determined that a small percentage of primary and secondary brake tube assemblies attached between the master cylinder and the HCU were experiencing pressure loss at the ISO flared ends attached to the HCU.
- The primary and secondary brake tubes used for the Ram 1500 Trucks at WTAP and Saltillo Truck Assembly Plant (STAP) are manufactured by TI Automotive in their Reynosa, Mexico plant.
- It was determined that the same ISO flaring equipment is also used to manufacture the primary brake tube assemblies for the Dodge Nitro LHD, Jeep Liberty LHD and Wrangler RHD and LHD which are all built at the Toledo Assembly Complex (TAC).
- As a result, both STAP and TAC contained their shipping yards.
- Parts from vehicles that had suspect pedal push results were cut and etched, which were used to confirm that flares had been over formed, which was caused by an improperly adjusted flaring punch.
- TI and Chrysler reviewed available suspect parts using cut and etch sectioning and established the beginning of the suspect production date as April 8, 2010 at TI's facility.
- Chrysler Group, LLC is not aware of any field reports, accidents or injuries related to this condition.
- This data was presented to the Chrysler Vehicle Regulations Committee on June 29, 2010, who decided to conduct a voluntary safety recall.

Statement of measures to be taken to correct defect:

Chrysler will conduct a voluntary safety recall to replace the brake tubes on all affected Dodge Nitro, Jeep Liberty and Wrangler and Ram 1500 Truck vehicles. Chrysler expects to initiate national notification to both dealers and owners in August 2010.

Chrysler has a longstanding policy and practice of reimbursing owners who have incurred the cost of repairing a problem that subsequently becomes the subject of a field action. To ensure consistency, Chrysler, as part of the owner letter, will request that customers send original receipt and/or other adequate proof of payment to the company for confirmation of the expense.